

### Strange Prophecy by Washington.

It seems a long time since Washington's birth, 156 years ago, and yet there is a frame house on Lincoln street, Cambridge, still occupied and in good repair, which had been built nearly 100 years when Washington was born.

The old elm tree still stands, in the same city, under which he stood when he took command of the American army.

We are, after all, really in our national infancy. If none of our childhood's diseases "strike in" and prove fatal or leave chronic ailments we may expect in half a century from the present time to be past the reach of politico-economic diseases which have and still threaten our national existence.

In 1832, the darkest period of our struggle with the slave power, I read in the Greenfield Gazette an account given by an old Revolutionary hero of a remarkable dream or vision that Washington had at Valley Forge, which was the darkest and most depressing time during the Revolutionary war.

The condition of the army at that time, as we well know, was alarming. The soldiers had insufficient food and clothing, and their feet almost bare and bleeding from exposure. Washington dreamed one night that an angel appeared to him and outlined the successful issue of the war, and also the struggle with and triumph over the slaveholders' rebellion. But, said the angel, "there will be one more testing of your government." This conflict was described by a dark cloud which came from over the ocean and settled over our whole country. In the midnight darkness which followed the voices of thousands were heard in deadly conflict. But in the dawn of the morning the light, as it were, again, but was so dim and passed away.

Then the angel stood and solemnly affirmed: "This is your last testing, and as long as the stars endure this republic shall stand!"

As I read this in the most depressing time of our late war I thought it remarkable in its prophetic outlook.

It is hardly necessary to refer to dreams or even the inspired predictions of the Bible concerning the near triumph of civil and religious liberty over the whole earth. The signs of the times are written in legible characters on the very heavens, and all careful students of history and of the future outlook see that we are near the long expected "golden age."

Gladstone, Thiers, Bismarck and our own lamented Lincoln and Grant have all predicted the impending struggle between ignorance, superstition and demagogism on the one side and truth, liberty and universal good will on the other. Said Grant at one time, "The next struggle in this country will not be divided by Mason and Dixon's line, but will be between righteousness, patriotism and true liberty on one hand and the opposite principle, or rather want of principle on the other." The advance clouds of this European cyclone are already darkening our political sky, and we shall do well to be on our guard against the destructive whirl which may come as suddenly as any tornado that ever struck a Western village.

Washington toiled, fought and prayed for pure liberty in this fair country, and through us for freedom in the whole world. Shall we be the worthy children of such a worthy sire, like Esau, for a mess of political pottage, will we barter away our birthright?

How much of the great battle will be fought in this country God only knows. At any rate we shall be wise by trusting in the Almighty and "keeping our powder dry."—[Boston Traveler.]

### A Channel Bridge.

The following details of a proposed bridge across the English Channel are taken from a French contemporary: The *Engagement* of October 25th states that a scheme for the erection of such a bridge is in active consideration on the other side of the water. At the head of the project is Admiral Cloze, and acting in connection with him are three well-known engineers, Messrs. Hersent, Fowler and Baker, the two latter representing England in the matter. The plans have already been prepared, and are at present being examined by skilled engineers at the Creusot Works. As the *council superior des ponts et chaussées* is not unfavorable to the scheme, as soon as the plans are approved, active measures it is expected will shortly be begun. It is estimated that the cost will be somewhere about £40,000,000, and the time required before it can be completed, seven years or more. The course proposed to be taken with the bridge is from Cran-aux-Éclufs, a little place on the French coast between Ambletouse and Cape Gris-Nert, to Folkestone, on the English side, a distance of about twenty-two miles. Not the shortest but the shallowest line will be chosen. The depth of the Channel is commonly supposed to be much greater than it is in reality. There are two shallows between Cran-aux-Éclufs and Folkestone where the depth is only about 20 feet. They are named the Colbart and the Warne, and they will, of course, make a material difference in laying the foundations and huge piles which will be required for the gigantic structure. From the French coast to the first of these shallows the depth is about 100 feet, and from the other shallow to Folkestone about 100 feet. The bridge will have two slight bends, the first deviating a little to reach the Warne, the other fall-

ing back to reach Folkestone. The piles required are blocks of concrete and masonry, 180 feet long by 100 feet broad, and will be placed at intervals of about 550 yards. These measurements sound enormous, but it is stated to be quite possible that they may have to be increased to give the bridge a strength capable of bearing a weight of 25,000 tons. The causeway of the bridge would be about 160 feet above the sea level so that vessels of any size may be able to pass beneath it. It will be 100 feet wide, and be divided into four lanes for train service, as well as a way for foot passengers, signal boxes and sidings will be placed along the whole length at equal distances. The bridge will be illuminated by electric light, each pile having a powerful electric lamp attached to it, as well as fog horns and alarm bells for use in foggy weather. Such are the outline details of this enormous undertaking, which the projectors state they have full confidence will be before long carried out.

### John Bright Eulogizes America.

Joseph Chamberlain was presented with the freedom of the city of Birmingham, March 28th. He made a speech upon the fisheries question and spoke in the highest terms of the American people. His remarks were greeted with applause. He was followed by John Bright, who, in proposing the toast, "Our Kinsmen," said the English had a right to call all people on the other side of the Atlantic their kinsmen, and that Englishmen were entitled to look upon a man as an enemy to mankind who would do anything to excite anger, disorder or dispute between America and Great Britain. There were other questions besides the fisheries question which ought to be considered—for instance, the commerce of America and Canada had built high walls, and cancelled their tariffs. These walls abolished amity in trading. The time it would be acceptable carriers opinion was that if the economic acts were so strong there would be a tendency hardly resistible to get over the sentiment that it was better for the Canadians to be associated politically with Great Britain than the United States. He considered the imperial federation impossible. The scheme was no better than a dream. He would like to ask the advocates of federation whether the Colonies were likely to link themselves with the stupid foreign policy of England, entering into quarrels and wars with people 10,000 miles away. He had, however, the strongest belief in the great future of the English colonies, which, he hoped, would be strengthened by amicable relations with the mother country. Might they not hope for the highest and noblest federation under different Governments? It might be. But, united by sympathy, freedom of industry and communion of interests, a federation of perpetual peace might be formed that would lead the world to that better one that all hoped for and believed in, although it might not be permitted to their mortal eyes to behold it.

The *Daily News* considers Bright's utterances more characteristic than judicious. It doubts the prudence of a man in his position letting the Canadians see he does not care how soon they set up for themselves.

The *Morning Post* says: "There is no need of insisting upon Bright's idiosyncrasies. There he appeared as a representative Englishman, and if his good will was not quite tempered by discretion, his words will be judiciously interpreted in America."

### Rats and Matches.

The cause of a great many fires in this city and all over the country is ascribed to rats and matches. Many people do not believe in this, and among the number have been prominent fire underwriters. It has been thought that "rats and matches" have been blamed a great many times for fires which have been set to secure the insurance. Fire Marshal Whitcomb recently determined to test the thing, and ascertain, if possible, if fires could be set by means of rats gnawing matches. He has been assisted in his experiments by Detective Newbegin, who is connected with the Fire Marshal's office. The services of a ratcatcher were called in, and he captured three large rats. These were put into a wire cage, about a week ago, together with a bunch of matches. The first night four fires were set by the rats gnawing the phosphorous end of the matches. More were caused the following day, and succeeding days. An examination of the matches showed that the rats would only gnaw the phosphorous ends, as if there was something in them that they liked the taste of. These matches were frequently dragged some distance from where they had been placed, showing that the rats are in the habit of carrying matches into their holes and between the walls of buildings, where, if ignited by gnawing, fires might be set which would appear as if arising from some unknown cause. The rats were fed with good food, and yet they kept gnawing the match ends. A parlor match was placed in the cage, and one of the rats chewed the end. It exploded into full blaze, greatly surprising his ratship. The fire marshal thinks that he has pretty well proved that rats and matches do set fires.—[Boston Herald.]

The yacht *Cythera*, that left New York for Jamaica the day before the blizzard, with W. A. W. Stewart and party on board, has been finally given up for lost.

### Steamer Items.

A late San Francisco paper contains the following interesting paragraphs, the first of which tells of the last up trip of the *Zealandia*:

High jinks were held on board the steamer *Zealandia* on her passage here from the Colonies. Among the passengers were the Austrian Countess Warband and Baroness Hunter, who are on a tour of the world, traveling incognito; the German Count Paul de Weerth, also traveling incognito, and C. M. G. Van der Heyden, a nobleman from the Netherlands. On Easter Monday the steamer crossed the equator, when Father Neptune boarded the vessel and in the fun that ensued Count de Weerth had his head badly cut. In the evening a full-dress ball was held. During the passage a paper was published on board called *Zealandia Chips*, of which H. R. Haxton was editor and to which the Bishop of Nelson, who, with his family, was a passenger, contributed. At 11 o'clock this morning the passengers will meet at the Palace Hotel, when Captain Van Oterendorp of the *Zealandia* will be presented with a gold watch and chain as a token of their appreciation.

The following information in regard to the largest steamship in the world, the *City of New York*, which, as mentioned in this column at the time, was recently launched on the Clyde for the Inman line, will prove of interest: The *City of New York* is 525 feet on the water-line, or 590 feet over all; 631 feet beam and 42 feet molded depth. Her gross tonnage is 10,000 tons. She has four complete decks—promenade, upper, main and lower—with partial deck above promenade deck and partial deck below lower deck. The number of complete transverse water-tight bulkheads, all of which are without doors, is fourteen, so that the average length of each compartment is 35 feet, or a little more than one-half the breadth of the vessel. She is fitted with two sets of engines, each set driving a separate screw. The engines, which are recognized as being the best in the world, are in two separate compartments, subdivided by a water-tight bulkhead, and the boilers are in three separate compartments, completely cut off from each other. The new steamer will run from Liverpool to New York in the Inman line.

### Teuton.

The race-hatred between Germany and Russia is infinitely more intense than that between Germany and France. Germany and France have very strong grounds for quarrel, and detest each other accordingly; but they only hate as the French and English used to hate. The Germans hate the Russians in the spirit which during the Middle Ages the Christians showed against the Turk. The Germans do not look upon the Russians as they look on other civilized powers. To them, a Russian invasion is dreaded not as is the march of the Austrians or the French, but as a barbarian inroad. Such horror as the Teuton feels for the Slav breeds a hate of a kind far more dangerous and far more unreasoning than that which comes of a merely national quarrel, however bitter. This feeling, which is well understood in Russia, as may be imagined, does not make the Russians friendly. They know that the Germans think that every Russian is a Cossack or a Tartar, and they feel towards their neighbors accordingly. Beyond this, too, jealousy plays a very great part in the manner with which the Slav regards the Teuton. The jealousy of a partially civilized race towards a civilized one, of a people who live in a dreary, barren, unfruitful land towards those who inhabit one far richer and more pleasant, is always strong. This jealousy, that of the poor man towards the rich, the Russian feels. Add that among the Slavs exists a deep sentiment that they are the coming race in Europe, that to them belongs the future, and it is hardly to be doubted that Russia and Germany hate with a hate that is absolutely unextinguishable.—[Spectator.]

### Bad State of Affairs in Cuba.

Private advices from Key West, received at Jacksonville, Florida, April 22d, state that much alarm is felt over the state of affairs in Cuba. The rigid censorship recently instituted over the Havana press, the suppression of three papers in Havana which voiced independent sentiment, and the recent proclamation of Captain-General Marin declaring four provinces under martial law, have inflamed the populace, and a demand for his recall has been made and sent to the Madrid Government. If the demand is not heeded a revolution may occur at any moment. The trouble is that the inhabitants, especially in the country, secretly favor the bandits, whose bold assaults and kidnappings of late caused Marin's proclamation. The civil guard has done little or nothing to suppress the bandits, owing, it is said, to the fact that their salary is in arrears and they stand in with the bandits and share their booty.

Planters are leaving their estates and hurrying to the cities, the bandits openly proclaiming prices on their heads. Matagans, the most famous chief, whose headquarters are in the Villa Clara District, in the center of the island, boldly rides into the villages and procures food and supplies for himself and band. A guard of soldiers is now placed on every train.

### The British Army and Navy.

The average strength of the army in the different divisions of Great Britain during 1886 was as follows: England, 69,453; Scotland, 3,733; Ireland, 24,871; the total at home being thus 98,057; abroad there were 105,748 officers and men, and the general average of the army was thus 203,805; the number of Volunteers at same date was 226,752, and 97.51 per cent of these were efficient

(51,498 Scotch and 175,254 English); the Yeomanry numbered 11,499 (10,416 English and 1,083 Scotch); the Militia numbered 122,428 (83,333 English, 14,917 Scotch and 24,178 Irish); (2) the Navy Estimates for 1887 showed 258 British war vessels in commission, including 191 steamships (30 art. or elads), 30 sailing vessels, and 37 stationary vessels; there were also 30 first, 36 second class, and eight wooden torpedo boats completed at the beginning of 1887, while 50 first and 14 second class were completed and building, several being launched during the year; 17 larger vessels were also on hand then, and a number were added to the fleet during the year.—[Glasgow Mail.]

### Items of Interest.

Several lives were lost in a tenement house fire in New York.

Six laborers were buried alive at Yonkers, N. Y., by the caving in of a trench.

The Prince of Wales is said to have received \$300,000 clear from his Ducy of Cornwall last year.

H. B. M. S. Harrier, condemned and sold at Sydney, was bought by the London Missionary Society for New Guinea work, the price being \$6,000.

After Mrs. William Dutton had lived 100 years she stopped the use of tobacco for fear it was injuring her health. She is still hale and hearty at 103.

The New South Wales Government has purchased nineteen hydro pneumatic breech-loading guns at a cost of slightly over sixty thousand pounds.

The Parisians are so dissatisfied with the weight of the English high hat that their hatters have invented a silk hat weighing little more than an ounce and a half.

Mrs. Bridget Eagan of Rondont, N. C., is 105 years old, and she says it makes her and to have young folks of eighty or ninety years come round and ask if she is "feeling poorly."

In England a four-wheeled cycle has been invented for military uses, which will carry three riders, and is fixed with a Maxim gun at the rear and a rifle inside the right-hand front wheel.

The great boom in South Australia mining shares, reported last previous mail, has been succeeded by a panic, the shrinkage of stock in a single case amounting to a million dollars.

Veitch, an Australian mine manager, has been sentenced to six months' imprisonment for manslaughter, for the death of a miner through defects in the mine managed by defendant.

Lessons in cooking seem to be extremely popular in England. One school has had 35,000 pupils since 1874, and another school has been teaching cookery to 10,000 persons each year.

Two thousand members of the Baptist Union were to meet in London on April 23d to settle upon the basis of a definite creed. The event was anticipated with much interest in English religious circles.

The flag resolution was passed by the New York City Council by a vote of 20 to 3, over Mayor Hewitt's veto. Instead of having unlimited control over the placing of flags, the Mayor now will be subjected to the authority of the aldermen.

The grandfather of Ira P. Tripp of Seranton, Penn., was scalped by Indians within sight of the present Tripp farm, and was one of the first white men to set foot in the Lackawanna Valley. The present Ira has just celebrated his golden wedding.

A sensation has been created at Louisville by the statement that two of the most prominent whiskey merchants and distillers of that city are to be turned out of the First Christian Church, the leading church of that denomination there, for declining to give up the manufacture and sale of whiskeys.

The corner stone of the W. C. T. U. building, Los Angeles, Cal., was laid with appropriate ceremonies March 3d. The W. C. T. U. and juvenile temperance societies participated in the exercises. Judge Wm. A. Cheney delivered the principal address. The stone is Arizona sandstone, and bears the words: "The battle is not yours but God's." Work upon the building is progressing well, and its completion is a matter of a very short time.

At a rehearing in London in the matter of liquidation of the American Exchange in Europe, it transpired that the concern made profits out of its other business while failing as a bank. Counsel for defendants moved for a continuance of hearing, which was granted till April 28th from the 21st, for an opportunity to communicate with the American shareholders with a view to reconstruction of the company. It appeared that the memoranda of the company did not authorize its doing a banking business.

### TIME TABLE OF THE OCEANIC MAIL SERVICE CARRYING THE English, American and Hawaiian Mails. BETWEEN London, New York, San Francisco, Honolulu, Auckland and Sydney. (Subject to change.)

#### Leave San Francisco for Honolulu.

Australia	Tuesday, 2 p. m.	May 22
Alameda	Wednesday, 3 p. m.	May 30
Australia	Tuesday, 2 p. m.	June 10
Mariposa	Wednesday, 3 p. m.	June 17
Australia	Tuesday, 2 p. m.	July 1
Zealandia	Wednesday, 3 p. m.	July 15
Australia	Tuesday, 2 p. m.	Aug. 14
Alameda	Wednesday, 3 p. m.	Aug. 22
Australia	Tuesday, 2 p. m.	Sept. 11
Mariposa	Wednesday, 3 p. m.	Sept. 19
Australia	Tuesday, 2 p. m.	Oct. 9
Zealandia	Wednesday, 3 p. m.	Oct. 23
Australia	Tuesday, 2 p. m.	Nov. 17
Alameda	Wednesday, 3 p. m.	Nov. 24
Australia	Tuesday, 2 p. m.	Dec. 4
Mariposa	Wednesday, 3 p. m.	Dec. 12

#### Due at Honolulu.

Australia	Tuesday noon	May 29
Alameda	Wednesday morning	June 6
Australia	Tuesday noon	June 26
Mariposa	Wednesday morning	July 4
Australia	Tuesday noon	July 24
Zealandia	Wednesday morning	Aug. 1
Australia	Tuesday noon	Aug. 21
Alameda	Wednesday morning	Aug. 29
Australia	Tuesday noon	Sept. 18
Mariposa	Wednesday morning	Sept. 26
Australia	Tuesday noon	Oct. 16
Zealandia	Wednesday morning	Oct. 24
Australia	Tuesday noon	Nov. 13
Alameda	Wednesday morning	Nov. 21
Australia	Tuesday noon	Dec. 11
Mariposa	Wednesday morning	Dec. 19

#### Leave Honolulu for San Francisco.

Mariposa	Sunday	June 3
Australia	Tuesday	June 6
Zealandia	Sunday	July 1
Australia	Tuesday	July 3
Alameda	Sunday	July 29
Australia	Tuesday	Aug. 31
Mariposa	Sunday	Aug. 26
Australia	Tuesday	Aug. 28
Zealandia	Sunday	Sept. 23
Australia	Tuesday	Sept. 25
Alameda	Sunday	Oct. 21
Australia	Tuesday	Oct. 23
Mariposa	Sunday	Nov. 18
Australia	Tuesday	Nov. 20
Zealandia	Sunday	Dec. 16
Australia	Tuesday	Dec. 18

### Electric Railways.

Among the large number of street railway managers who are looking with more or less hope to electricity as a motive-power, there is felt and frequently expressed a desire for something tangible in the way of performance or guarantees of performance. This is now abundantly forthcoming. The electric railway is ready for the market, and will be guaranteed by the manufacturer as to efficiency, certainty, and economy of performance. No one claims that any electric system is perfect, but the defects of any of the better systems are more mechanical than electrical, and in its main features electric street-car apparatus is as nearly perfect as a great deal of machinery that is sold every day for standard. That the rigid scrutiny the electric power appliances are being subjected to, reveals many defects is very true, but it is not clear that any more radical improvement will be made in the very near future than in various departments of mechanics. Meanwhile street railways are successfully and profitably run by electricity, and are destined to multiply during the next twelve months. In fact, horse railroads are seldom built at the present time without some foreboding as to the wisdom of the power used or the intention of substituting mechanical power.—[Street Railway.]

### New Advertisements.

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